

it does not give a proper picture of the situation. The hon. member for Mount Royal (Mr. Walsh) not long ago said in this house—and I take it he was enunciating the policy of the Conservative party—that they were not in favour of amalgamation, and that they did not like that term. I am not surprised that they do not like the term. But he did say that they were in favour of unification. I asked what unification meant and he said that it was retaining two entities under one management. He did not go to the extent of saying what management, but contented himself by recommending one management. Perhaps I may assume that he intended to say that all the railways of Canada should come under Canadian National Railways. He is not in his seat to-day, but if he were I would ask him if that is what he meant, and this further question: Does he believe that the Canadian Pacific Railway, which is well managed, would be satisfied to turn over all its assets to and be managed by the management of the Canadian National Railways? I am inclined to think there might be some difficulty about that. Let us put it the other way about: Is the suggestion this, that the management for both railways shall be that of the Canadian Pacific Railway? I am inclined to think that something would be said by the people of Canada if we turned over all our assets in the Canadian National Railways to be managed by the Canadian Pacific Railway.

Unification will do what? Under one management, either one or the other, what would we have? Just let that condition exist for five years and, while I have a great respect for cooks, I defy any cook to unscramble scrambled eggs. We would have both railways before us, and certainly an amalgamation, and we could never unscramble it again. I am opposed to amalgamation. I believe it is bad business to have a monopoly of the kind that such a railway monopoly would be. When we hear men inside this house and out of it painting a horrible picture of the Canadian National Railways, let me say that in my humble judgment this is done for one purpose and one only, to try to scare the people of Canada to the extent that they may be willing to submit to a plan which will bring about the greatest monopoly this country has ever had. That monopoly cannot be permitted to come. I am not so hopeless as some are about the Canadian National Railways. I am not so hopeless as some are about the general condition of Canada. We are living in a great country, a country with unbounded resources. All we require to do is to get down to better principles and better practice,

[Mr. Young.]

and then with the splendid natural resources and man power we have there is no doubt at all that this dominion is going to come out of the depression through which we are passing, and when that time comes, the Canadian National Railways, which has been maligned from coast to coast by some, may become one of our greatest assets.

Where is that railway located? It is located chiefly in the northern parts of Canada, in that part of the country where in the future will be found the greatest development, and as that development takes place we shall find that the Canadian National Railways will become more and more a valuable asset. Let us not lose faith in Canada; let us not lose hope. We have a country of immense possibilities, with unbounded resources, and as one who has passed a great many years in this dominion I feel that the end of this depression is going to come about and that we shall once more enter upon a reign of prosperity similar to what we had before.

There is one other thing that I should like to say. What are we passing on to the youth of this country?

Mr. SPEAKER: I am sorry, but the hon. gentleman's time is exhausted.

Mr. D. J. HARTIGAN (Cape Breton South): Mr. Speaker, in rising to make a few comments on the budget I wish like other hon. members to take this opportunity of congratulating the Minister of Finance (Mr. Dunning) upon his able presentation of the annual statement. The clear and concise manner in which he gave the facts and figures pertaining to the debt of Canada and what he proposed doing about it, and the expenditures which we shall be called upon to make for the ensuing year, I am sure must have been enlightening to us all. The able grasp which the minister showed of his subject leads us to hope that within a year or so we shall be well on our way to recovery.

I should like also to take this opportunity of associating myself with the miners of Nova Scotia who made the heroic rescue of Doctor Robertson and Mr. Scadding at the Moose River mine a few short weeks ago. Like everybody else in the country I felt proud of what those miners did. They wrote what I believe will go down as an epic in the history of mining all over the world. I would point out, however, that accidents of a like nature and even great catastrophes are not uncommon in Nova Scotia or in any other province where mining is carried on as a major operation. It is not unusual for us in Nova Scotia to have numerous deaths in the mines. I myself know of one catastrophe in which through a mine